2: Gamble S-5 (1926-1933)1954 AF12 North China AF12

stead of crossing it. If the grading was not too exact and some of the summer run-off stayed in the street, it would be still better for the feng-shui.

Except for the road from the station to the city and some of the main roads inside the city, Ting Hsien had no paved roads.

Open, springless, iron-tired carts made of date, locust, elm, and willow wood, with wheels 3′ 8″ in diameter, furnished a large part of the local transportation. Their cost ranged from $60 to $80. Other means of transportation were wheelbarrows, rickshas, pack animals, and human carriers. The charge for hauling by cart was $3.00 a day for a one-animal cart and $4.80 for a two-animal cart. This was about 60 cents per 100 catties, as the usual load, when the roads were dry, was about 500 catties for one animal and 800 catties for two. A day's trip was about 80 li. This made the charge per ton mile about 34 cents. For wheelbarrows the charge was about 80 cents per 100 catties per day's travel of 70 li, 50 cents per ton mile. For rickshas, which would carry about 200 catties, the charge was $2.00 per day or some 54 cents per ton mile. Pack and riding mules were rented for $2.00 a day. A day's trip was 80 li. Porters carrying 100 catties of goods charged $1.00 for a day's journey of 80 li, 57 cents per ton mile. Special mule carts for passengers cost $4.00 for a day's trip of 100 li.

General freight transportation was provided by five shipping companies and two mule suppliers.

Rickshas were reported to have first come to Ting Hsien in the 10th month of 1927. Then there were only three. In 1931 there were 79. Their cost ranged from $90 to $120. They rented for $4.00 or $5.00 a month.

The Peking-Hankow railroad furnished north and south rail transportation for passengers and freight. Tickets were first sold in Ting Hsien in 1900. There were three stations in the hsien about 10 miles apart. The one of Tinghsien, about six li from the city, was an express stop. In 1928 the railroad handled some 3,000,000 catties of cotton, 3,000,000 catties of pears, 1,500,000 catties of sesamum oil, 1,000,000 catties of peanuts, and 1,000,000 pieces of cotton cloth.

Five postal routes radiated from the city along the hsien roads. There were postal agents in the market towns and in some of the larger villages. In other villages the business was handled by a local store which received from $1.50 to $15.00 a month for its services. For most of them

3:Chao E-5 (1939-1941)1948 AF12 North China AF12

isolation is quite voluntary. The separation between the low and the rest is, however, largely involuntary. The isolation in this case is not quite as complete as that of the rich family.

Social communication is a very subtle factor in human cooperation. As there are so many factors conditioning and, in a way, hindering the process of free communication, P'ing-chiao-tsun is not a very integrated whole. Collective action,[27] if it exists at all, is in need of a sound basis. Thus the principle of political inaction has its root in social communication.

Urbanization

In many respects, the village folks may have their characteristic ways of life; P'ing-chiao-tsun, nevertheless, is a part of the larger community of Peiping, economically, politically and socially.

P'ing-chiao-tsun is at present connected with the city of Peiping by two highways and one railway line.[28] Bus services are available at a distance of four miles and the railway station is about one mile away. No rickshaws are available in the village, but their supply is plentiful in the nearest town about a mile away. Only one bicycle is found and it is the property of the school principal. On business trips, the villagers may use their own carts, hire a rickshaw, or use the railway. On pleasure trips, they prefer to economize their financial resources at the expense of their own organic energy. The time-distance on foot is about two hours to the nearest city-gate. Unless on very special occasions, females have very little chance to see the city. The school principal is the most frequent visitor to the city.

Agricultural products are sold if at all to the agents in the nearest market-town, and very seldom directly to merchants in the city. There are, however, two families in the village which have duck-raising as their occupation. On the days of temple-fairs in the city, the heads of the families with their assistants drive their stock to their customary market-places. These two families have their interests more in the city than in the village. Mr. W-, the head of

27 On general sociological principles of social interaction and collective action, see R. E. Park and E. W. Burgess, Introduction to the Science of Sociology, Chicago, 1924; also Richard T. LaPiere, Collective Behavior, New York, 1938.

28 On the influences of communication agencies upon social life, see M. M. Willey and S. A. Rice, Communication Agencies and Social Life, New York, 1933.

6:Young et. al. E-5 (1928-1929) 1930 AF12 North China AF12

443 517 204 Reading material is not only scarce but of poor quality. Among the 34 newspapers taken daily only one can be called a standard newspaper, the *Yi Chih Pao* (益世報). All others are small papers containing only one sheet, usually of stale news, and the lower type of article and novel.

TABLE XXVII. TYPES OF NEWSPAPERS IN THE STORES.

TYPE OF NEWSPAPERS	NO. OF NEWSPAPE
Chun Chiao Pao (群强報)	16
The Pei Hua Real News (實事白話報)	11
The People's Daily (民言日報)	2
The Little Daily (小小日報)	2
The Commercial Daily (商業日報)	1
The Yi Shih Pao (益世報)	1
Shih Pao (實報)	1
Total	34

The quality of the books is also poor. The biggest shop in the town, the pawnshop, has one book only, a pawn lexicon. Four drug stores have some old Chinese medical books. and the rest of the books are all novels of the old type.

13. Communication Facilities.

493 We found that the most popular and convenient means of commuincation is the bicycle, forty-two stores have one or more. The cart is not much used.

STORES

Ching Ho is near to Peping and messages and small parcels can be more quickly delivered by bicycle then by cart. Of course, the bicycle cannot take the place of the cart for the transport of heavy baggage, but during recent years many carts have been siezed by the military authorities, and taxation has been so high, that the cart has become unpopular. Heavy goods are now transported chiefly by working teams of horse or donkey, fifteen stores having working teams to carry goods to and from Peping.

TABLE XXVIII. COMMUNICATION FACILITIES IN THE STORES.

NO.	BICYCLES		CARTS.		WORKING TEAMS.	
	No. of stores.	No. of bicycles	No. of stores.	No. of carts.	No. of stores.	No. of temas.
1	37	37	1	1	6	6
2	4	8	1	2	2	4
3	0	0			2	6
4	0	0			5	20
5	1	5			0	0
Total	42	50	2	3	15	36

Other communication facilities include a second class post office which does a considerable volume of work, and a telephone service which can be connected with Peping, although only two stores have taken advantage of this facility. In addition to these

7: Gamble S-5 (1926-1927) 1933 AF12 North China AF12

494 however, is settled by bargaining. The amount agreed
465 upon naturally varies with the time of day, the weather, and the number of rickshas about. When engaged on a time basis, the fare ranged as high as 20 cents an hour, or $1 a day. For full-time work, a private ricksha man usually was paid $12 a month, and was expected to buy his own food. If he furnished the ricksha, his wage ordinarily was $18 a month, the rent of a better-class ricksha being 20 cents a day. The rent paid for their vehicles by the ricksha men among our families varied from $2.20 to $6 per month. The average was $3.10 a month, or a little over 10 cents a day. Three families employed full-
651 time ricksha men. A monthly tax of 40 coppers, or a little more than 10 cents, was levied on each ricksha licensed by the police. This tax was paid by the owner. In August the police, aiming to improve the dress of the ricksha men, required them to purchase uniform jackets, costing 60 cents apiece.

494 Street-cars are operated on most of the main streets of the city. Being faster and cheaper than rickshas, they are well patronized, especially by those traveling a considerable distance. The cars are usually so crowded, however, that many people prefer to use rickshas. In 1927, the crowding was greatly intensified by the fact that the soldiers of Chang Tso-lin's army rode free.

493 Six families reported the purchase of bicycles for
656 amounts ranging from $14 to $90. Four other families spent small amounts for repairs and taxes. All bicycles were required to carry license numbers and were supposed
651 to pay a monthly tax. The latter was regularly collected for a time, but then was apparently allowed to lapse. The amounts paid as taxes were 15 and 20 cents a month.

7: Gamble S-5 (1926-1927) 1933 AF12 North China AF12

Automobiles are not generally used by Peiping families; with gasoline selling for $1 a gallon, their operation is expensive. Only one of our families owned a machine. That family had an income of more than $300 a month. Its total expenditure for communication, including operation of the automobile and the use of a telephone, was $445, or 8 per cent of the family budget. Eight dollars was spent one month for the city automobile tax. Such a tax is ordinarily a recurrent item, but it did not appear again in the later months. When members of the family were questioned about it, they said that it was properly omitted from the account as they had not paid it. They had moved and had not notified the police that they had a car at their new address. We wonder if the tax remained uncollected, as seemed to be the case with some of the house and bicycle taxes.

Four families had telephones in their houses. A fifth family spent a small amount one month for the use of a telephone. The usual amount reported by the regular users was $7 a month. In 1926, there was a large demand for telephones, and subscribers could sell their lines for considerable amounts. In some instances the premium was over $100. This premium, however, had virtually disappeared by the end of 1927, as political and economic difficulties had forced a great many foreigners and wealthy Chinese families to leave Peiping.

HEALTH

Health items include the amounts spent for doctors, medicine, hospital treatment, eye-glasses, toothbrushes, tooth powder, tongue scrapers, soap, baths, insect powder,